

THE COURIER

Quarterly Publication of the Bethel Historical Society's Regional History Center
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The Railroad Comes to Bethel

Editor's Note: The following is an edited version of the remarks made by Society Curator of Collections Randall Bennett on 10 March 2001 at the festivities commemorating the 150th anniversary of the arrival of railroad service to Bethel.

Welcome as we celebrate the sesquicentennial of the arrival of regular train service to Bethel. This event is the first in a series of programs and exhibitions sponsored by the Bethel Historical Society honoring the construction and completion (in 1853) of the first international railroad in North America—now the St. Lawrence and Atlantic. We wish to thank George and Danna Nickerson for hosting this celebration in their historic “Potato John” Swan barn, the only remaining 19th century building in Bethel with a direct association with the railroad.

John Swan (1829-1907) lived in the large house across the street and built this storage barn about 1880 (the 1880 map on display shows this building, the station and a freight shed on this side of Railroad Street). Swan took advantage of the railroad's presence and the local production of potatoes, purchasing thousands of bushels and storing them in this building until they could be shipped out—mostly to the Boston market. The *Oxford Democrat* newspaper reported that in October 1878, for example, he shipped out twenty carloads of potatoes, and between September 1879 and March of 1880, he sent some fifty-six loads from the Bethel station; by 1883, 40,000 bushels from Swan's barn made their way to the Boston and western markets. The reporter added that it was more profitable for local farmers to raise potatoes than corn or beets. The *Democrat* also recorded that Swan paid farmers between 35 and 40 cents a bushel, and sold them in Boston for 75 cents a bushel.

This week's *Bethel Citizen* did a good job of summarizing the history of this railroad line, and our exhibit opening in July will also provide an overview of the line's past, so I won't take time to go into detail, but I should mention that the line was begun in 1846 and opened between Portland, Maine and Montreal, Quebec in 1853. Its course lay across one province and three states, in two countries, and its construction required four charters. Most importantly, it provided Montreal with an ice-free port, and allowed goods (such as potatoes) to be shipped easily from communities along the line. One easy way to grasp the railroad's effect on the economy of this region is to imagine the twelve story grain elevators along the waterfront in Portland, and the Alpine House and Glen House at Gorham and Pinkham Notch (the first of the “grand hotels” in the White Mountains—all of which were built thanks to the railroad's coming).

In his remarks delivered to a Society meeting in 1983, Grand Trunk Railway historian John Davis described the first engine to visit Bethel before regular service began on 10 March 1851. Named JENNY LIND, in honor of the famous Swedish nightingale, the engine headed north on 5 March 1851, pulling a construction train that included a turntable and accessories that would be installed here in Bethel. Davis stated at that time, “It also carried many a youngster invited aboard the flatcars at various stops along the way. At Locke



Randall H. Bennett (beside banner) addresses those gathered at “Potato John’s” barn on Railroad Street on 10 March 2001 to officially celebrate the arrival of rail service to Bethel 150 years ago.

Mills, Lemuel Dunham was among those climbing aboard. He recorded that the track was new, ungraded and quite rough, [and] the train did not run at a very high speed, [but that] exposure to the winter cold riding on a open flatcar mattered not, for the occasion was worth risking pneumonia.” Davis continued, “The platform here at Bethel Hill was thronged by eager spectators, all determined to get a good look at this huge ‘elephant.’ The engineer sat in the cab, saying nothing to anyone, until the JENNY LIND was closely surrounded by the crowd, and then suddenly the whistle blew, causing a ‘first-class’ reaction, especially among the ladies.”

On 6 March 1851, the day after the arrival of the first engine in Bethel, the *Oxford Democrat* printed an advertisement announcing the Atlantic & St. Lawrence Railroad's schedule for trains to Bethel beginning on March 10. The ad stated: (1) Passenger trains will run daily, Sunday excepted, until further notice, as follows: Leave Portland for Bethel at 7:30 A.M.; leave Bethel for Portland at 1 P.M. (2) Freight trains will run between Portland and Bethel on Mondays, Wednesdays and Fridays. No goods received after sunset. (3) The Company will not be responsible for baggage to an amount exceeding \$50 in value, unless notice is given and paid for at the rate of one passenger for every \$500 additional value. [The passenger rate was then \$2 from Portland to Bethel.] (4) On the arrival of the 7:30 A.M. upward train from Portland, stages will leave the following stations: (a) South Paris station—stages leave on Tuesdays, Thursdays, and Saturdays for Harrison, Bridgton, Waterford, Lovell, and Fryeburg. (b) Bryant's Pond station—stages leave on Mondays, Wednesdays, and Fridays for Rumford and Andover. (c) Bethel station—daily stages leave for Gilead, Shelburne, NH, and Gorham, NH; Tuesday, Thursdays, and Saturdays for Randolph, Jefferson, and Lancaster, NH; Monday, Wednesdays, and Fridays for Berlin, Milan, and Northumberland, NH.”

(Continued on page 4)



CAPITAL CAMPAIGN UPDATE

As of 20 June 2001, over \$562,000 had been raised from cash, stock, gifts, pledges, grants, and challenges from over 400 donors.

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PRESIDENT'S COLUMN

Ever wonder how a road got its name? Take, for example, a road we have all traveled many times called the "Irish Neighborhood Road." Well look no further; it is the "gift" of the railroad. Irish immigrants built many of the eastern railroads.

In 1851, railroad construction moved to the northwest from Portland towards Montreal. It passed through our area and changed Bethel forever. And, you guessed it; many of the Irish laborers resided on that road off Vernon Street into Greenwood. Prior to the coming of the "iron horse," Bethel was an agrarian community with the population diffused throughout the township, but particularly at Middle Intervale. After the middle of the 19th century, there was a shift of people to Bethel Hill with an increased level of commercial and light industrial operations.

To begin our two-year celebration of this period of our history, an exhibit entitled "All Aboard! 150 Years of Railroading from the Atlantic to the St. Lawrence" opened this summer on the first and second floors of the Robinson House. Prepared by Curator of Collections Randall Bennett assisted by Danna Nickerson and model railroader Dean Walker, the exhibit includes photographs, models of engines and the Bethel Depot, signs and other artifacts of the steam and later diesel era of trains. Also included until the end of 2001 are several operating model railroads. So the sound of a steam engine whistle echoes throughout the building reminding us of the importance of this portion of our past.

Having once ridden the train to South Paris in 1954 when I was at Gould and again when Sunday River launched its ski train several years ago, I have enjoyed viewing the exhibit and urge all to do the same. Please keep up with the Society news as we plan additional celebrations of Bethel's connection with the world through its railroad connections.

Alvin Barth

ANNUAL FUND

Help keep the Society strong by making a gift to its Annual Fund Campaign. Tax deductible contributions help support its exhibits, special events, publications, and other programming. Gifts in any amount may be made throughout the year to the Society at P.O. Box 12, Bethel, ME 04217-0012

In Memoriam

Died 26 June 2001, Frances Peabody, Portland, Contributing Member

Died, 2001, Avis Rand, Harrison, Senior Member

Died, 25 July, 2001, Charles B. Fobes, Portland, Sustaining Member

Died, 5 August 2001, Royden A. Keddy, Gorham, ME, Life Member

Died, 8 August 2001, Judith Costa, Waban, MA, Life Member

Died, 15 August 2001, Gertrude Hutchins, Bethel,

Life and Honorary Member

Died, 22 August 2001, Elizabeth Baker, Rumford, Senior Member

Died, 23 August 2001, Florence O'Connor, Brockton, MA, Senior Member

Died, 1 September 2001, Edmond J. Vachon, Bethel,

Life and Honorary Member

Died, 6 September 2001, Geraldine S. Howe,

Life, Charter and Honorary Member

(The Railroad Comes to Bethel, continued from page 1)

From Jeff Holt's book, *The Grand Trunk in New England*, we learn that the "special" departed from Portland at 7:30 A.M. with the engine MONTREAL with the directors of the railway, Superintendent S.T. Corser, and many prominent Portlanders on board. The train arrived at 11:05 A.M. at Bethel. Its average speed was twenty miles per hour. After several speeches and an inspection of the construction progress, the train left for Portland at 1 P.M.

In Eva Bean's *East Bethel Road*, we find the following discussion of the railroad's arrival: "There was a great celebration in Bethel. As the train rounded the bend below the village, Robert Chapman, Bethel storekeeper and master of the day's program [and at the time the owner of the Society's Robinson House] yelled 'Touch her off Phin!' Phineas Frost must have been nervous with the cannon. It just went 'Phoosh!' to the everlasting disgust of the late Augustus M. Carter. He was a boy of ten at the time but already versed in manipulations of that kind. To the last of his days he mourned that he could have touched off a deafening volley that would have done honor to the momentous occasion."

John Davis reminds us that the first freight train into the village arrived in the afternoon of 10 March 1851 at 2 P.M., but Bethel's reign as an early terminus was short-lived, for in June 1851, the turntable facilities were moved to West Bethel, and eventually to Gorham, NH by the middle of July, when regular service was opened to that important White Mountain town.

"THAT HORRID RAILROAD"

(Ode to the Rumford Falls and Rangeley Lakes Railroad)

Editor's Note: The building of the Rumford Falls and Rangeley Lakes Railroad in the mid-1890s was not welcomed by all as this poem by G. C. Eastman so clearly indicates. It originally appeared in the 12 July 1895 issue of the Rumford Falls Times.

There is that black monster,
That big locomotive there,
Its smoke tail like a pirate flag
A waving through the air;
And I must sit all day long
And never raise my arm
And see that great black monster
Go snorting through my farm.

It was my wife's father's farm—
I came from Pilgrim stock—
My wife's great grandfather's farm,
He came from Plymouth Rock.
Way back in the sixteen hundreds
T'was in our family name
And no man dared to trespass
'Till that horrid railroad came.

I say you can't go through this farm,
You hear it flat and plain;
They said they had the right
And on with it they came.
I said: "Whose farm is this?"
I want you folks to see

No other man can boss this farm
Unless he comes to me."

And when their gangs begun to dig
I thought I'd use my gun,
And then I thought of prison
So let the work go on.
If I can't protect my farm,
Then it's my idea you see,
You'd better leave off calling this
The country of the free.

There you hear it toot again
And break the peaceful calm,
I tell you, old black monster,
You've no business on my farm.
Men riding by in stove pipe hats,
And women dressed in silk,
Looking in my barnyard say,
"See that old codger milk."

Get off my arm! You stuck up dudes
Who set in there and grin,
I own this farm railroad and all
And I will fence it in.
Ding and toot, you old black fiend,
You'll find when you come back
A fence with no gates or bars
Built straight across the track.

Then you stuck up dudes inside,
You Pullman upper crust
Will know this codger owns his farm
And let the railroad bust.
You'll find this railroad all fenced in
'Twill do no good to talk
If you must go to the Lakes
Just take your legs and walk.

Maine Music Festival Note

Editor's Note: This essay appeared in the 1925 Maine Music Festival program. Although unsigned, it seems to have been written by Marian True Gehring, wife of Bethel's famed psychotherapist, Dr. John G. Gehring. She played an important role in the founding of the Festival in 1897. In this essay (if it is indeed her work), she makes a stirring if futile defense of the Festival. It is perhaps telling that 1926 was the last year of this annual event which lasted thirty years. Some of Mrs. Gehring's arguments for its survival may reveal why it did not continue after its thirtieth year despite its success and the fact that it brought leading musicians to Maine and to Bethel.

The Influence of the Festival

After twenty nine years, what does the Festival mean? What is its message and theme? Has music, good music, lost its power? Never in the history of the Festivals was the influence of good music more needed than this very day. Alas, that the tendency of the popular

song, of the jazz rhythm and razzle-dazzle tempo of the modern dance hall should have gained such a hold upon our Youths and Maidens. The influence of the Festival was plainly felt during the first ten years. The church choirs increased in numbers and ability, the studios were filled with earnest students, the chorus rehearsals, were well attended, the majestic tones of the oratorios and sacred Cantatas were heard, even on the picnic rides, and the world seemed better and brighter, because there was a Festival Chorus in nearly every large town. The young people seemed to love to study music of a semi-religious nature, and their voices rang out in tuneful harmony. But alas, the war, the horrors of it all, the freedom to promote sociability, the conditions of life were all changed. Restraint was impossible. Dancing and hilarity were the order of the day. Every place was opened for a good time, and great expectations were raised for the money-making era that was to follow. It came to some, but to the many, the past ten years have meant struggle and hardship. It is well to pause and reflect once more on the influence, the outcome, the growth of this great musical event. In these days of excitement and extravagance; of aeroplanes and radios; of accentuated rhythmic jazz; of highly colored and exciting movies; is it not essential to the morals of the young, for a community to have a real Music Festival? A feast of music that combines the classic and the popular; the pathetic and the joyous; the solemn and humorous, in a series of concerts! How many states in our great U.S.A. have annual Festivals of Music? How many cities have the public-spirited citizens willing to support them? When attempted, how long are they continued? Maine has made for herself a world-wide fame and name in the Musical World, because of these Festivals continued on a high plane of excellence for twenty-nine consecutive years. Peace and plenty, war and taxation have not changed the programs, and determination to give the best to the Music Lovers of Maine. So it is with joy that we ring up the curtain for another Musical Feast, realizing the uplift that music, good music can give, and that it is only by the educating influence of good music that we can hope to stem the tide of evil and demoralizing rhythms, that are today called music. If we look to the morale of our young people, we must see that good music is given them, for only by this means can we hope to reach their musical souls, and help them to help themselves. We are happy to note that when the popular vote was asked this year for the style of music to be given at the Stadium, and open-air concerts in New York and Chicago, the vote was for classical music, instead of jazz; for the works of the old masters of music instead of the modern composers. It is a sign of better days for good music. It revives our hopes for the uplift which we all need and have felt in good music. It encourages us to work on for the same great cause. To that end we rejoice in the Junior Matinee to be given this season, as we believe that we must have a Junior Chorus started, to supplement the work of the past twenty-nine years for the future of the Festival. Having almost reached another decade, making a score and ten years of service for Music in the State of Maine, we recall with gratitude the many friends who have supported these Festivals, the health and strength that has been given to the Organizer and Promoter, the enthusiastic, never-tiring Conductor, William Rogers Chapman, and we thank God that we can see—

The Hand of Love still pointing on,
The Heart of Love still working in,
The Spirit of Music hovering near,
The Blessing of God—from year to year.

FEATURED MUSICAL PERFORMERS MAINE MUSIC FESTIVAL

1897-1926

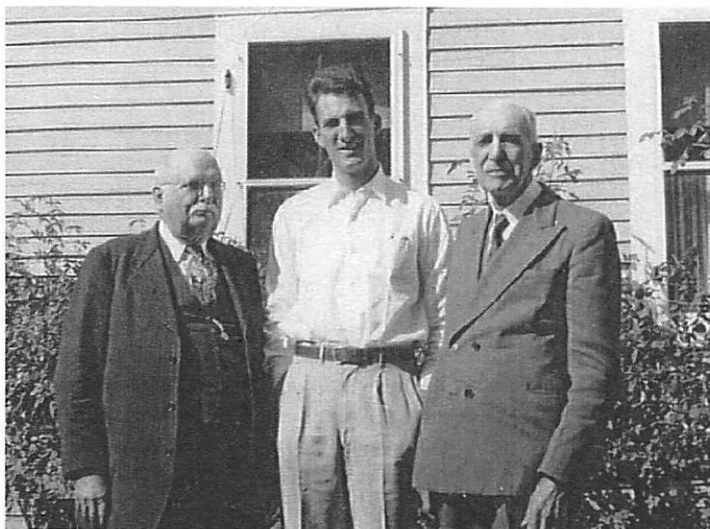
William Rogers Chapman, Conductor

Editor's Note: William Rogers Chapman (1855-1935) was Bethel's premier musical figure during late 19th and early 20th centuries. Through his extensive musical connections from his years in New York and elsewhere, he was able to bring some of the finest talent to his Music Festival and often to Bethel for choral group picnics in the countryside. The following list provides the featured performer at this annual event, which attracted wide support. Mrs. Marian True Gehring of Bethel played a leading role in assisting Chapman in organizing the festival in 1897 and rallying support through its years of existence.

1897—Lillian Nordica
1898—Johanna Gadske
1899—Marcella Sembrich
1900—Ernestine Schuman-Heink
1901—Ernestine Schuman-Heink
1902—Edward Johnson
1903—Louise Homer
1904—Ernestine Schuman-Heink
1905—Emma Eames
1906—Ernestine Schuman-Heink
1907—Emma Calve
1908—Caroline Mihr-Hardy
1909—Geraldine Farrar
1910—Alma Gluck
1911—Mary Garden and Alma Gluck
1912—Lillian Nordica
1913—Ernestine Schuman-Heink
1914—Emma Eames and Emilio de Gogorza
1915—Nellie Melba
1916—Geraldine Farrar
1917—Amelita Galli-Curci
1918—Hippolito Lazaro
1919—John McCormack
1920—Rosa Raisa
1921—Rosa Ponselle
1922—Lucrezia Bori
1923—Sigrid Onegin
1924—Maria Jeritza and Mabel Garrison
1925—Lawrence Tibbett
1926—Benjamin Gigli



A Rotary-sponsored Turkish exchange group and hosts visited Bethel and the Society's Regional History Center during the 2001 museum season.



William Valentine (left), Richard Valentine (center) and Charles Valentine (right) stand in front of the ell of the Charles Valentine residence on Mechanic Street in this ca. 1946 photo. William and Charles were brothers; Richard is Charles' grandson. The home was destroyed by fire on Valentine's Day, 1982. Photo courtesy of Mary Valentine, Bethel.

NOTES REGARDING BETHEL, MAINE

by

William Alton Valentine

Editor's Note: The Society is indebted to Mary E. Valentine for her assistance in typing the original handwritten manuscript prepared by her great-uncle William Alton Valentine and providing much useful data on his life and family as well as identifying references to locations and people mentioned in his remembrances. Will Valentine was born in Bethel in 1870, the son of Alfred Wilbur (1841-1888) and Lauretta Goddard Valentine (1844-1925). He spent his early years in Bethel, graduated from Gould Academy in 1888, studied mechanical engineering at what is today the University of Maine, and moved to Pennsylvania where he spent the remainder of his life working as a mechanical engineer, dying in Philadelphia in 1957 at the age of eighty seven. Following his retirement, he spent much time in Bethel with his brother, Charles, who died in 1955. He was married in 1896 to the former Mary F. Maxfield and the father of two sons.

Will's paternal grandfather was Isaac B. Valentine of Hopkinton, MA, who married Elizabeth Johnson Guy and they had the one son (Will's father) mentioned above. Will's brother, Charles, was born in 1864 in Bethel. He married Bertha Grover. The Dana Grover mentioned in the memoir is one of Bertha's brothers. Bertha, Dana, and Adrian Grover were the children of Edward Payson Grover and the former Augusta Ward Wight of West Bethel. William's maternal grandfather was Edward Goddard, a millwright who lived and worked in the Bethel area in the mid-19th century.

Greenwood Plain was named for an early settler named Greenwood, who settled in Bethel and lived for a time on the Moses A. Mason farm (now the site of the Norseman Inn). Joseph Greenwood, born 9 January 1723 in Newton, MA, married his cousin, Sarah Greenwood. They moved to Sherbourne, MA, then Dublin, NH, and finally to Bethel. They had one son, Nathaniel, who married in Dublin, NH, Mary Mason, daughter of Moses and Sarah Knapp Mason. Greenwood Plain is now part of the Valentine Farm, that land located to the east of Richard Valentine's house

beyond Riverside Cemetery on the North Road in Bethel.

Harriet Valentine, youngest sister of Isaac Valentine, married W. T. Richardson of Cambridge, MA. They had a daughter, Harriet Richardson, who was an artist. Late in life she married Rev. R. J. Adams. She visited her cousin Alfred in Bethel and left some watercolor paintings with the family that were passed down to Mary and Richard Valentine. According to Mary Valentine, in the 1920s, Lauretta Valentine was living with Harriet Adams in Cambridge, MA. When Harriet died, Lauretta Valentine had to clear the house out and some furniture was sent to Mary and Richard's parents, Nell and Carroll Valentine for their home in Pittsburgh, PA following their marriage in 1923. The Society is grateful to a grandson of Will Valentine, Richard A. Valentine, for providing it with a copy of these remembrances to share with our readers in this and forthcoming issues.

The Greenwood Plain

Our home was built on the upland and about 100 yards in front of it was a steep bank over twenty feet high that joined the river bank about a half mile above and the same distance below. In front of the house the river is now about a quarter of a mile away and the intervening space is the intervalle or rich bottom land. A stream runs along at the foot of the high bank and in places widens out into considerable ponds. The lower part of the upland was used as a cow pasture most of the time in my boyhood days and was known as the Greenwood Plain. The first settler there was named Greenwood and two houses and a large barn were built there but apparently the Greenwoods were all gone by about 1820 as I was told who lived there about 1823 by an old neighbor and the name was not Greenwood then. I think he said one of the houses was then used as a schoolhouse. There are still shallow depressions visible to show where the cellars of the houses were and some scattered fragments of bricks left. There were roads made down the bank at three different places to go down to the intervalle and the lower end of the intervalles was surrounded by water at certain stages of the river height and was known as "The Island." The houses were removed first and finally the barn was taken down and re-erected at the new site when T. R. Chapman built the house that was sold by my father and grandfather and became the Valentine home until destroyed by fire in April 1906.

(to be continued in the next issue)



Society Curator of Collections Randy Bennett (left) discusses the railroad exhibit with Gerry Howe, Howard Cole and Donald Christie following its opening on July 1.

Diary of William S. Hastings

(continued from the last issue)

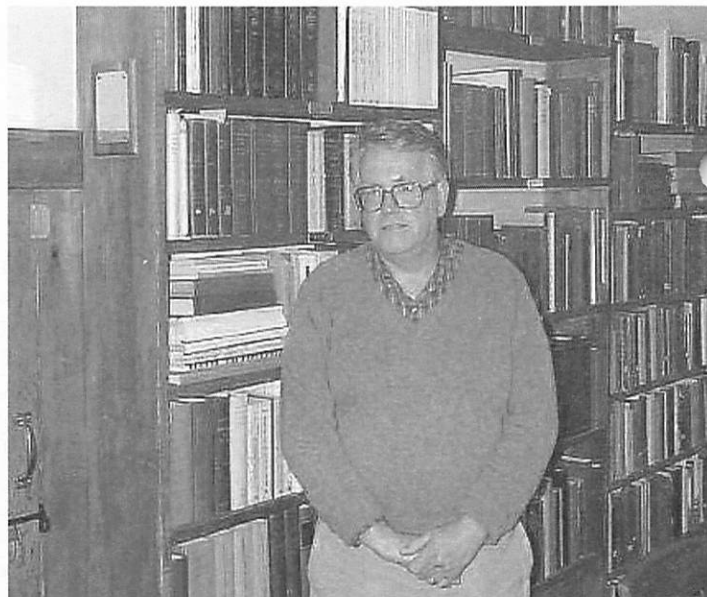


1938-April 1, Clear, warm. Sawed wood. Rig works fine! Yards are bare. Bob came home. Chix hatching. April 2, Clear, warm. Cleared out 1 wire porch. Outdated. Ceylon's funeral. Put up 30 cwt. spuds. Snow almost gone. April 3, Cold, squally. Cleaned brooders. Laid linoleum in Bob's kitchen. Planned Jorgen's lighting job. April 4, Cold 'n squalls. Cleaned hen houses. Bob in Portland. Made an idler for saw rig. Went to Herbert Blake's funeral. April 5, Cold, squally. Cleaned out Coburn hens. Spread the litter with the spreader. In p.m. went to Bethel after shavings. Got linoleum. April 6, Cold, clear. Cleaned henhouses. Put up spuds. Housed sleds. April 7, Cold, clear. Took load of spuds to Hannafords. \$1.05 per cwt. April 8, Clouding up to snow. Hauled Ceylon's pulp to river. Hauled load wood to my cellar. Put up spuds. "Pictures" in eve. Snowing hard. April 9, Snow, rain. Snowed about 5 in. I laid linoleum Chromalin in the kitchen. 16yds. 6 ft. wide. Looks nice. April 10, Colder'n Heck! Windy. Grover & Dana set up new stove. It is a beauty. \$115. He allowed us \$25 for my old one. We went to Greenwood after 2:30 p.m. April 11, Cold, cloudy. Worked 2 hrs. on school swings. Washed kitchen ceiling. Bob in Portland. April 12, Warm, cloudy. Sawed wood 2 hrs. for us. Rest for Kimballs. April 13, Clear, warm. Sawed wood. Finished Ceylon's wood. Whist party at West Bethel in eve. Roads are bad! April 14, Cloudy, warm. Sawed wood at Bean place. Changed to summer underwear. Pond is thawing out. April 15, Rain. Split wood in a.m. Dug cellar in p.m. April 16, Clear & warm. Nice day. Finished splitting wood at Bean Place. Put up spuds. Pond cleared of ice. First frog. April 17, Cloudy, cold. Burned over meadow & some pasture. In p.m. family went to Camp 9, Lot's of snow in woods. 449 crossbreds hatched. April 18, Cloudy, cool, showers. Cleaned chick oattteries & put chix in 'em. Helped Farwells set up lathe. Bob in city! April 19, Clear, warm. Cleaned range shelters. Turned water on. In p.m. finished sawing wood. Dismounted saw outfit. April 20, Fair, warm. Went to Walker's Field Day. Big crowd. Paid for tires. Roads just passable. Billy's birthday 9 years. April 21, Clear, warm. Fixed tractor steering rigging. Harrowed gardens & plowed some. Planted 20 lbs. peas (World Record). Almost ready to run concrete wall in cellar. April 22, Cloudy, rain. Built forms & ran cement wall on west end of cellar. April 23, Clear, cold, windy. Finished slab of wall & dug sand from cellar. Ruth is in So. Paris on Club work. We burned the Home Pasture over. April 24, Fast Time. Clear & warm. Ground is dry, no snow in sight. Maples are in bloom. We went to Greenwood. Had boat ride. Went to Buck's camp. Wonderful view! April 25, Cloudy, cool. Worked on chick houses, range, water, etc. Put pullets on range 446 chix into North house. April 26, Clear & cool. Soaked spud seed. Dug ditch on Mel Bean Place. Put up spuds for Portland. Hauled gravel. Land is dry. April 27, Clear & Hot! Bob in city. Jim Haines & I dug cellar out. Practically finished the digging. April 28, Cloudy. Running cement wall. Finished all but about a foot on top. April 29, Cloudy, cool. Finished wall. Ran 90 sq. ft. floor 4 bags cement. In p.m. measured land and spread manure. April 30, Clear. Changed chix. Put up 100 bu. seed spuds for Franklin Chapman. May 1, Cloudy, cold. Went to Fryeburg to see Edward. He's fine. Roads are rough. May 2, Clear, cold, windy. Plowed, harrowed, spread manure. First barn-swallows. May 3, Clear, windy. Spread manure all day. Land is dry as can be. Road to Intervale is fine! May 4, Clear, windy. Harrowed 2A in Home Field. 2 A in ½ hour. Plowed 2 ½ A on Henry Piece in 2 ½ hours. Great rig! May 5, Clear, warm. Spread lime & harrowed 3 A oat ground. Plowed 2 A & harrowed 1 A potato ground on Horse Pasture. Awful

dry. Saw McKenzie in eve. Also paid Grover \$100. May 6, Clouding up. Harrowed Horse Pasture. Burned creek over. Bob started planting spuds, 1 A. P. M. – Harrowed Ephraim Piece. 5 A in 2 ½ hrs. May 7, Clearing, warm. Made a brooder room in W corner new cellar. 175 chic to go in to it. Sick in p.m. May 8, Clear, warm. Moved to chix to batteries. Went to Greenwood. Trees are leaved out. Look like summer. May 9, Clear & warm after a white frost. A. M. Planted spuds. 2 A in now. Plowed 2 A of oat ground in p.m. Director's meeting in eve. May 10, Cloudy, rain. Spreading lime & harrowing. Bob in city. P.M. rained. Put up spuds & took form boards from cellar wall. May 11, Clearing, cold! Harrowed, planted spuds. 3 A done. Seeding: 7 A done. May 12, Showers, cold! Harrowed & planted spuds. 5 A done. May 13, Cold, cloudy. Harrowing Crow Piece. Pretty wet; crew cutting seed. May 14, Cold, cloudy. P.M. cloudy, warmer. Finished planting 5 A piece. 7 A done, 10 A seeded. Sold 25 chix to Mrs. Godwin. Bob left for Bowdoinham. May 15, Rain! Flood! Nor'easter lasted all day. Ruth's folks up here. I'm sick with a liver attack. May 16, Cloudy, cold! Still sick. No work. May 17, Clear, windy. Half sick. Threw in pulp all day. Saw Widd [Twaddle, M.D.] at night. Have the grippe. Temp. 101. May 18, Clear & warm. Sick in bed all day. May 19, Clouding. Still sick. May 20, Raining. Dressed & sitting up. May 21, Clear & warm. I don't improve much. Got outdoors a few minutes. No strength. Clint [Littlefield] called on me. May 22, Clearing, warm. Working on chicks, etc. Greenwood in late p.m. May 23, Cloudy, cold. Laid water pipe to chick range. Went to dentist in p.m. Only one cavity! Play Day for school. May 24, Cloudy, cold. I'm running tractor again. Bob & Gene planting certified seed. I harrowed a couple of hours for Jorgen. Smart shower. May 25, Clear, cold. Plowed, harrowed for Dutton & ourselves. Planted part of our garden. May 26, Clouding up. Plowed & harrowed. On Eph piece. Bob & Leslie planting, about 16A planted. Eve: 1st degree in F & AM. May 27, Clear, warm. Spread manure for Noyes, 3 hrs. Harrowed for Noyes, 2 hrs. About 17A spuds planted. May 28, Clear, warm. Plowed & harrowed 3 hrs. for Noyes. May 29, Rain. Went to Greenwood. Also to Woodlawn cemetery. May 30, Clear & warm. Harrowed 3 hrs. for Noyes. Planted 1 ½ A spuds in p.m. About 18 1/4 A in now. May 31, Clear & warm. Spread manure on 2 A for Kato Korn. Harrowed. Saw a doe on Intervale. Gene jumped a deer into river.

1938-June 1, Clear & Hot! 112 [degrees] in sun. Finished planting spuds, 19A. Planted 2 A Kato Korn. Harrowed 3 hrs. for Jorgen. 3 A 3 times. June 2, Clear & hot. I harrowed all day. We finished planting Kato [corn]. Planted string beans, late peas & sweet corn. Also 1 A yellow corn. June 3, Rain in morn. Clearing. I hauled logs to Davis mill. Bob finished seeding & planted seed plot. June 4, Cloudy. Hauled last of birch. Bought Gene an axe, \$2.10. Planted cucumbers, melons, squash & pumpkins, corn & beans are up. June 5, Clear & hot. Went to Greenwood & Bethel. Prof. Hanscom delivered Baccalaureate address. June 6, Clear, warm. Rodney harrowing. I hauled logs & lumber. Bob cultivating. June 7, Clear & hot. Showers at night. I surveyed 8 hrs. for Miss Grace Farwell in Mason L2R5? June 8, Clear & warm after a shower. Finished planting field beans. 36.5 A is total of everything. Cultivated 1 2/3 A spuds. Acres: potatoes-19, oats-11, E corn-2, Yel. Corn-1.5, String Beans-1, Millet-1. June 9, Clear & cool. G.A. Graduation. Bill Howe graduated. Cultivated peas & garden. Checked on lines in swamp in L9R6. Evelyn (Tamminen, Ruth's sister) is here. June 10, Clear & hot. Cleared around Bean Place. 20th reunion of class of 1918. 7 members present. About 25 in all. Norway-car greased, oil changed. June 11, Rain in a.m. Cleaned cellar. Gib Roberts was here (golfing friend of Tamminens). Set out 42 tomato plants. June 12,

Clear & warm. Got Jersey heifer down from pasture. Went to Gorham & 13 mile woods in p.m. Saw Miss Farwell. June 13, Clear & hot. Rodney and I put in 8 hrs. surveying for Miss Farwell in Mason. Found the "lost" corner. June 14, Clear & hot. Load of hay to Fiske. I cultivated. June 15, Clear & hot. Started haying on A. M. Bean place. Mowed for Dutton. Bindweed patches. June 16, Clear & warm. Trucked the Farmall to Walkers and had grease retainers put in. June 17, Cloudy. I cultivated. Bob helped Gene peel. June 18, Cloudy & HOT! Surveyed in Mason for Miss Farwell. 8 hrs. & \$2 for Rodney. June 19, Showers. Greenwood & took Ruth's folks around Pinkham Notch. Nice trip. June 20, Clear, warm. Hit haying hard! Mowing on A.M. Bean place & in Home Field. June 21, Clear & hot. Haying. Made & painted a wagon pole. June 22, Clear & hot. Haying. In eve. took Barbara to Greenwood & rest of family to Brentwood. I stayed over. Home field clear. June 23, Clear & Hotter! Came home. Hayed. Nice hay weather. June 24, Clear & Hotter'n Heck! Haying. 6 acres of Mel Bean place clear. 3 loads heavy clover in barn. Showers at night. June 25, Cloudy, showers. Put cultivator on tractor. Cleaned up. Got sprayer out, etc. Went for family in eve. June 26, Cloudy, cool. Moved Camp Camulion & set up new frame. Home after 9 p.m. June 27, Cloudy. Cleaned up planters. Cultivated. June 28, Cloudy. Put new cylinder in sprayer. Cultivated corn, beans, spuds. June 29, Clear & cool. West wind. Put hoes on tractor. Haying. June 30, Clear, warm. Hoed. Sprayed & Hayed. 5 loads of hay after 3 p.m. July 1, Cloudy, rain. Hoed in a.m. Cleaned Coburn cellar. Made a hitch on truck to haul rake. July 2, Clear, cool. Cultivated garden. Jacked Bean barn into place. Sold last of spuds. \$1.70. July 3, Cloudy, cold, showers. Washed car. Poled beans. Went riding. Hebron, Minot, Poland, W. Poland, Oxford, Greenwood. July 4, Cloudy, COLD! Shower. Dressed poultry. Picked peas. P.M. got 4 loads hay. 1 sprayerful on spuds. July 5, Cloudy-clearing. Spayed 400 gal. P.M. Got 5 loads hay! Cleared E half of Home Piece. 1load to Newt. 1800. Showers at night. Half done haying. July 6, Clear, windy. Built seat on tractor hoes. Hoed spuds. July 7, Clear. Finished hoeing spuds & took hoes off. Hayed. July 8, Cloudy, rain. I surveyed an extension on Clark St. for the Town of Bethel. 4 hrs. Sprayed in p.m. Fixed Jorgen's pump. July 9, Hot! Showers in p.m. Barbara is 11. 2 loads hay to Newt. 2 to our barn. Bob bought a 2nd hand John Deere hay loader \$15. July 10, Clear & cool. Spayed for Jorgen. 200 gal. Hayed all p.m. Cleared Crow Piece. Greenwood at night. July 11, Clear & hot. Dressed poultry. I mowed all a.m. Sprayed 5 1/2 A in p.m. Rain at night. July 12, Cloudy, light rain. Worked on side rake & hay loader. Went to E.A. Degree at Jefferson Lodge, B.[ryant] Pond. Had puncture, the first. Almost 9000 miles. July 13, Clear & hot. Sprayed & tinkered. July 14, Cloudy, hot!! Hayed. Passed to Fellow Craft degree. July 15, Clear & warm. Wrote insurance for Jim Haines. Dressed chickens. Hayed. Harrowed for Farwell. Surveyed new cemetery. July 16, Clear & hot. Hayed. Tried hay loader. Works good. Edward is 4. July 17, Cloudy, hot. Showers. Went to Umbagog. Got boards from "B" Cove & 165 ft. from home. Boarded camp in. Home at 11 p.m. Motor bothered. Blown gasket. July 18, Rain. Dressed poultry. In p.m. went to Norway. Car greased, etc. Bought a new side-rake for \$20. \$19 of repairs will make it like new. July 19, Cloudy. Jacked Bean barn. Cut trees off barn, etc. July 20, Clearing. Plowed bind weed patch. Got 2 loads of hay. July 21, Cloudy. Sprayed a.m. & p.m. July 22, Rain. Dressed poultry. Repaired rake. Total cost \$39.09. July 23, Rain. Fish & Game Field Day. Bum day but we broke even. July 25, Cloudy. Got 2 loads of hay. Pretty black stuff. July 26, Cloudy. Clearing. Got 3 loads of hay. Spread one on ground to be plowed in. Bad shower at night. July 27, Cloudy. Sprayed & repaired. Rain in p.m. July 28,



William D. Andrews

MEMBER PROFILE

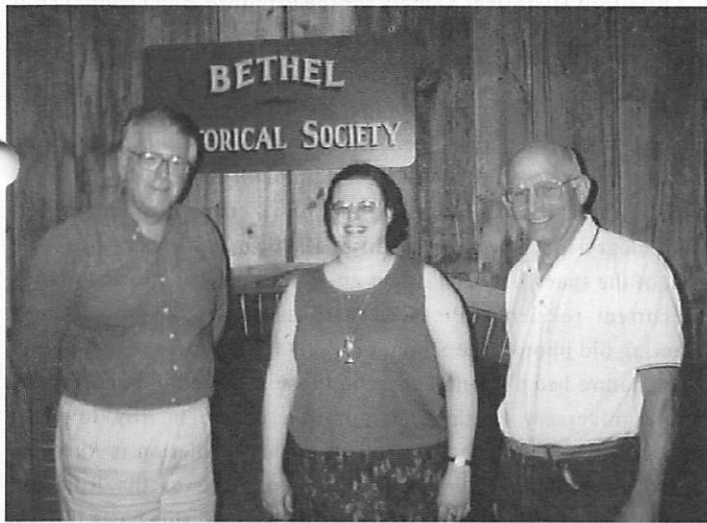
William Andrews

William D. Andrews of Newry was born in Johnstown, PA and received his diploma from Johnstown High School. He later graduated Phi Beta Kappa from the University of Pittsburgh in 1966, majoring in English. In 1971, he obtained his Ph.D. in American Civilization from the University of Pennsylvania. An M.B.A. in Management from the Wharton School of the University of Pennsylvania was awarded to him in 1979. He possesses extensive consulting and academic leadership experience including serving as president of Westbrook College from 1987-1996. Earlier he taught English at Ohio State University and was Dean at Philadelphia College of Textiles and Science. He also serves on a number of community and professional boards including the Maine Medical Center. He is a co-author of *Write for Results* and *Business Communication*. Moreover, he has published over a dozen scholarly articles and chapters on aspects of early American literature, architecture, and women's studies. He is married to Deborah C. Andrews, Professor of English at the University of Delaware, and they have one son, Christopher.

A life member of the Society, he has lived full-time in Newry since 1996; he headed the MAP III Steering Committee in 2000 and became chair of the Capital Campaign this summer. His hobbies include reading, travel, cooking, biking, and .cross-country and downhill skiing.

Rain. Repaired. Put rollers on potato grader. Built hen roosts. Laid stone retaining wall. Rained all night. July 29, Rain. Jacked tool shed. Cut tree from barn at Bean place. Salvaged old gas tank 4' dia.x 12' for culvert. July 30, Fair & hot. Ruth, Dad & I went to White-cap for blueberries. Good picking. Ruth & I got 40 qts. July 31, Fair & hot. Hayed all day. August 1, Cloudy-showers. Picked beans. 736 lbs. Bob is talesman on Carroll murder trial. Challenged August 2, Clear & hot. Dressed poultry. Finished mowing. August 3, Clear & hot. Sprayed. Finished haying. August 4, Clear & HOT! Picked beans.

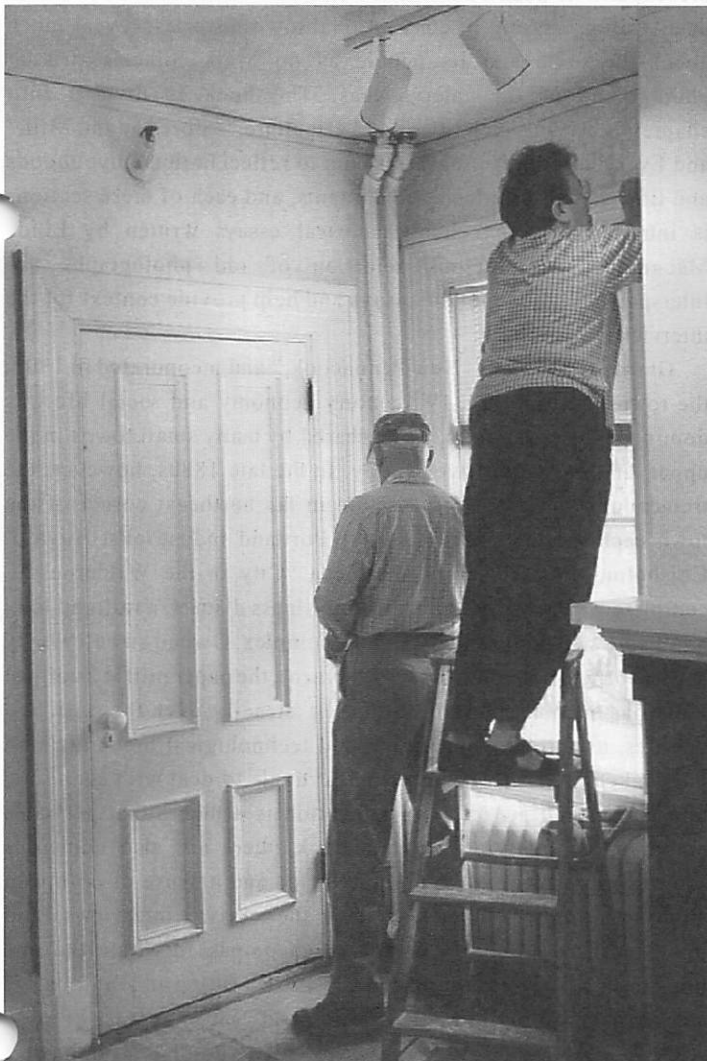
(to be continued in the next issue)



MAP III Steering Committee Chair Bill Andrews, Julia Hunter, co-author of the Fly Rod Crosby: The Woman Who Marketed Maine, and Al Barth, Society president stand in front of the fireplace in the Dr. Moses Mason House Meeting Room following the lecture by Ms. Hunter on this famous Maine guide.



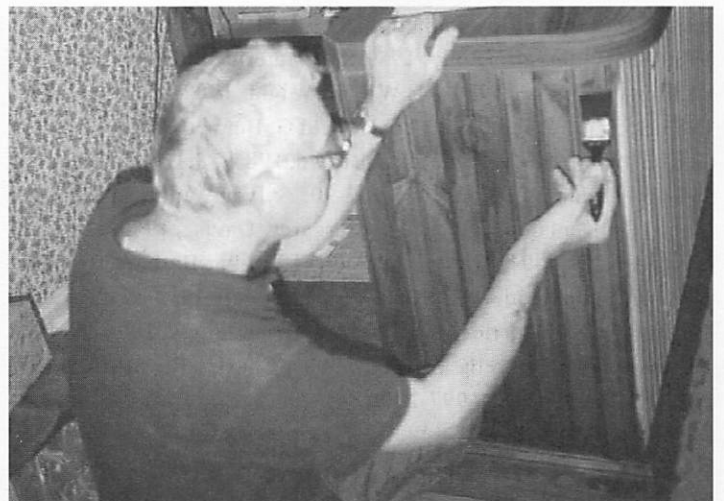
Bethel Historical Society Preservation Awards were made in May to Scott and Jenna Smith for the Wiley Block and Rev. Walter Brown of the Bethel Methodist Church. Left to right, Al Barth, Society president, the Smiths, Rev. Brown, and Mary Valentine of the Preservation Committee, who presented the awards.



Volunteers Colwyn Haskell and his wife Judy put the finishing touches on the plaster walls of the Robinson House's Molly Ockett room gallery.



Don Bean and Dan Gibbs remove a rotting sill from the foundation of the Robinson House. Several deteriorated sills were discovered and replaced in the spring of 2001.



Dean Walker of the Society's Building Committee puts a coat of stain on the new museum shop counter built by George Haines and installed in spring 2001.

New Life Members

Musa S. Brown, Bethel
Robert P. and Nancy R. Chadbourne, Bethel
Robert E. and Marilyn Ponchak, Hebron, CT
James L. and Eliza Barnes, Bethel

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Book Review

Rumford Stories. Essays and stories by Linda Farr Macgregor; photo portraits by Mark Silber. Rumford, ME: Rumford Public Library

and Rumford Historical Society for the Rumford Bicentennial Oral History Project, 2000. 227 pp., softcover. \$28.50.

Over the last decade, a number of western Maine towns have marked the bicentenary of their incorporation by publishing written and illustrated descriptions of their community's past. In 1998, the town of Sumner issued a volume that, in its concept and character, was a clear departure from "traditional" town histories by devoting most of the space between its covers to interviews with, and photos of, current residents. Prefaced with a lengthy historical essay featuring old photos, the Sumner book's fresh approach and highly visual nature had a strong appeal to those involved in honoring the 200th anniversary of the incorporation of the nearby town of Rumford two years later. The result of that emulation is *Rumford Stories*, a book that served as the centerpiece of the Rumford Bicentennial Oral History Project, as well as the basis for an impressive photo exhibit entitled "Where's Rumford?"

In the preface to *Rumford Stories*, author Linda Farr Macgregor states, "... the best way to tell the town's story, to convey its history and character, is through the voices of its people." To accomplish this goal, Macgregor interviewed over one hundred present-day Rumford residents in order to capture impressions of the town's present and its past. These interviews, rich in the kind of personal details often missing in conventional town histories, reveal much about the town and its people as do Mark Silber's striking photographs of the interviewees. The book is divided into chapters—carrying such titles as "Agriculture," "Forestry and Mill," and "Everyday Life,"—that are meant to reflect both the livelihoods and lifestyles of Rumford's inhabitants, and each of these sections is introduced by excellent historical essays written by Linda Macgregor. A judicious selection of old photographs are interspersed throughout the essays and help provide context for the interviews that follow.

Granted in 1779 as "New Pennacook," and incorporated in 1800, the town of Rumford's 19th century economy and social life was dominated by agriculture, a fact shared by many small towns in the upper Androscoggin River valley. In the late 1880s, however, the tremendous water power available in the northeast corner of the town captured the imagination of Portland industrialist Hugh J. Chisholm, who set about creating a "City in the Wilderness"—complete with worker's housing, a business district, a railroad link, and a sprawling pulp and paper mill complex. Owned since 1996 by Mead Corporation (now MeadWestvaco), the paper mill at Rumford Falls has seen its workforce decline steadily over the past two decades, as foreign competition and technological modernization have taken their toll. If the town's struggle to deal with economic uncertainty and a declining population is a theme that pervades many of the interviews in this book, there are also numerous "stories" that speak of community pride and a sense of optimism about the future. Taken together, the essays, interviews, and photographs in *Rumford Stories*—all encompassed within the fine book design by James Macgregor—provide a fitting and informative tribute to Rumford during its Bicentennial year.

Randall H. Bennett

(This book is available from the Society's Museum Shop; please see page 12 for shipping information.)

EDITOR'S CORNER

This issue celebrates the arrival of rail service to Bethel in 1851–150 years ago. Perhaps no single event in the town's history made more of an impact over the course of the town's history. It permitted relatively easy travel for the time to Bethel from large metropolitan areas such as Boston and New York. Because of this change, entrepreneurs began to build hotels to accommodate guests and farm families opened their large houses to visitors. Thus tourism became an important factor in the town's economy. In addition, commodities of all sorts began to arrive in Bethel and it was also easy to ship produce and manufactured goods to many parts of the nation. Bethel Hill became the focus of things and Middle Intervale declined as a town center. The impact of outside influences upon the town began to accelerate, which would greatly affect its historical development in the 20th century. Curator Randy Bennett, assisted by Danna Nickerson, have done a fine job of presenting some of the aspects of this transformation. Do come and visit the exhibit

This issue also notes the passing of Fran Peabody, who was long a Society member and an icon of the historic preservation and in later years, the AIDS movements. She first visited us in the 1970s to attend a museum conference we sponsored on volunteerism. Following that event, she joined the Society and we were in touch at professional meetings and at other gatherings throughout the State. She addressed the Society on the Tate House at one of our monthly meetings. We also exchanged notes on occasion regarding something she or I thought was important. What an inspiration she was to everyone who had the privilege of knowing her, full of positive energy, possessed of clear vision, and definitely a "doer" in whatever captured her interest, from restoring the Tate House to campaigning for better treatment for those afflicted with AIDS. Her efforts on behalf of so many good causes continued until just days before she died at the age of 98. What a remarkable and thoroughly useful life she led—a magnificent example for all of us to follow in

BETHEL HISTORICAL SOCIETY'S COMMITMENT TO THE FUTURE

The Bethel Historical Society is committed to building on its reputation as a premier regional history center that will continue to enrich the educational and cultural life of its community for generations to come. Members and friends have generously contributed to the operations of the Society and to the acquisition of the Robinson House. In order to ensure the long-term maintenance and further development of the Center's facilities, programs, and collections, the Society is seeking new forms of support. You, readers of *The Courier*, are asked to consider making a charitable gift to the Society through a bequest in your will, the establishment of a trust, or a number of other financial arrangements and options that are available. These charitable gifts can be structured to support the Society's mission while at the same time assuring the security of your family. For more information, please contact the Society by calling (207) 824-2908 or (800) 824-2910 or by writing to P.O. Box 12, Bethel, ME 04217 or by an e-mail: info@bethelhistorical.org

making our days on earth count.

Death also took a heavy toll on some of the most active members on the Society's behalf. These included Royden Keddy, Bethel-born Portland attorney, who assisted on several fronts, particularly in the capital campaign, Gertrude Hutchins, long a "fixture" on the Garden and Grounds Committee, Florence O'Connor, avid genealogist, Edmond Vachon, longtime member of the Investment Committee and generous capital campaign donor, and finally, my mother, who was always there to do whatever needed doing for the organization she helped found and served so long in so many ways. To all of the above, a hearty thank you for work well done is in order.

SRH

BETHEL HISTORICAL SOCIETY *Membership Application*

Membership in the Society entitles you to:

- Free admission to the period house museum.
- A 10% discount on purchases of \$10 or more from the Society's Museum Shop
- Special Research Library privileges, including reduced photocopying fees
- Subscription to the Society's quarterly, *The Courier*
- Preferred rate for exhibit hall/meeting room rental
- Voting rights in the Society
- Reduced course fees
- Special invitations to Society events

Note: New memberships activated after July 1 include that calendar year, plus the following year.

____ Student (under 18 years) - \$3
____ Senior (over 55 years) - \$5
____ Sustaining (individual) - \$10
____ Contributing - \$20
____ Patron - \$30
____ Benefactor - \$40

____ Life over 55 years (individual) - \$100
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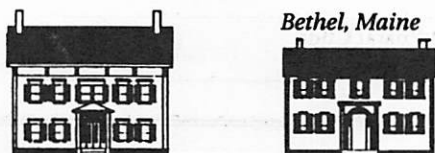
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